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INDIA, AUSTRALIA, &c, and for
PRIVATE RESIDENTS AT THE
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Record of the
NEWS OF THE FAR EAST
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Hongkong Daily Press.

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[a1351]

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TIME TABLE.

WEEK DAYS.

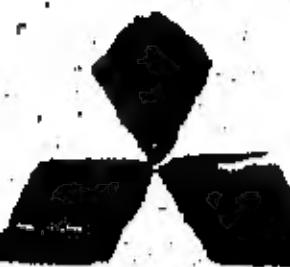
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
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10.30 a.m. to 11.30 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
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Hongkong, 1st April, 1906. [a545]



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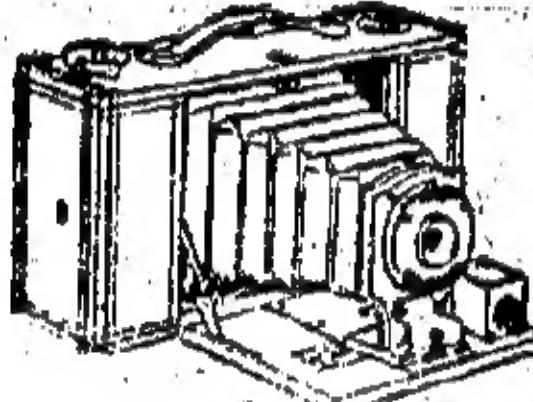


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B—SUPERIOR OLD COGNAC, Red Capsule	23
WATSON'S * COGNAC, Gold Capsule	23
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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

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HONGKONG OFFICE: 10A, DES VEDO ROAD
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, APRIL 29TH, 1911.

THE discussion which has been proceeding in the Legislative Council on the cost of the Kowloon railway seems to us about as useless as flogging a dead horse. Unless somebody is to be pilloried and punished for expending on the railway more than twice the sum originally contemplated, what is the use of all the talk? The debate has thrown no new light on the subject, the contentions and the replies thereto being simply a rehash of former debates on the subject. All the trouble about the cost of the railway appears to be due to the fact that the Government when it commenced the building of the line had not made up its mind as to what was really required. From the taxpayers' point of view the position is briefly this: The Colony undertook to build a railway estimated to cost between five and six million dollars. If anyone had ventured that time to say that the estimate prepared by Mr. BRUCE and Mr. VALPY, with some assistance from the DIRECTOR OF PUBLIC WORKS, was an untrustworthy guide to the actual cost of a railway adequate to its anticipated requirements as a terminal section of a great trunk line, we wonder what Mr. BRUCE would have had to say on the subject? On his estimate the Colonial and Imperial Authorities decided that the railway should be constructed. Mr. BRUCE's connection with the matter ended there.

Fifteen rascall coolies were fined \$2 apiece by Mr. Hallifax at the Magistracy for persistent solicitation of passengers near the Naval Canteen.

Before Mr. Wood at the Magistracy yesterday a Chinese contractor from Hollywood Road was charged with receiving 17 cases of glass valued at \$137.40, knowing the same to have been stolen. The hearing of the case was adjourned.

A coolie leaving H.M.S. Newcastle with five ounces of tobacco was arrested and charged before Mr. Hallifax at the Magistracy yesterday with stealing the weed from a bluejacket. He told his Worship that he picked it up on the dock. A fine of \$3 was imposed.

Two Chinese, a man and a woman, were charged before Mr. Wood at the Magistracy yesterday with having in their possession 176 odd taels of opium without a valid certificate. Mr. Otto Kong Sing represented the defendants. The hearing was adjourned, and bail was fixed in the sum of \$750.

THE MINISTERING CHILDREN'S LEAGUE

Another railway engineer was chosen by the Crown Agents to undertake the actual construction. Then commenced those deviations from the original plans which are responsible for so large a part of the increased cost. We have no knowledge of Mr. BRUCE beyond the fact that he was chosen by the Crown Agents or their Consulting Engineers as a man competent to frame a reliable estimate, but we have often wondered whether some injustice is not being done to his reputation as a railway engineer by the belittling of the estimate he furnished to the Government, as a result, if we recollect aright, of several months' work. It is quite possible, of course, that he would approve every alteration that has been made in the plans if instructed to make the undertaking, and not the cost, his first consideration; but we assume he did not set out to design a railway regardless

At the Roman Catholic Cathedral to-morrow morning at 7 o'clock hundreds of children of both sexes, we are informed, will receive the Holy Communion for the first time. His Lordship Bishop Pozzani will administer the Holy Communion during a low solemn mass. In the evening at 5.30 solemn services introductory to the "Month of May" will be held during the month of May, all the evening. Conferences will be conducted by the Rev. Fr. L. Versiglia, the superior of the Salesian Congregation.

Mr. Harry A. Dooley, advance agent of "The Follies" has returned to Hongkong, and informs us that the Company will give one performance only in Hongkong on Saturday May 13th, and then go to Canton where they will give entertainments on Monday 15th and Tuesday 16th.

The Company has had a most successful tour in the North, especially at Shanghai. They have been to Kobe and Yokohama, and after a return visit to Shanghai, they have gone up to Tientsin.

On Thursday a lady engaged a chair to travel from D'Aguilar Street to her home in Peel Street. As she left the conveyance she missed her purse, and on going back to recover it was unable to find it. The leading coolie, who denied having seen the article, was given in charge and taken to the Central Police Station. There Inspector McHardy saw him throw the purse into a basket. The thief was charged before Mr. Hallifax at the Magistracy yesterday and sentenced to six weeks' imprisonment and six hours' stocks.

We have received a copy of "The Historical and Statistical Abstract of the Colony of Hongkong," which was compiled during Sir Matthew Nathan's tenure of the Governorship for inclusion in the Civil Service List. It has now been decided that this abstract, which is annually brought up to date, shall be printed as a separate publication once every ten years, the unexpired records of the decade only appearing in the Civil Service List. The present is the first issue of this separate record, and give the history of the Colony in brief from its acquisition in 1841 down to and including the year 1910. Copies of this useful record may be obtained from the Colonial Secretary's Office at \$2 each.

THE MINISTERING CHILDREN'S LEAGUE

Addressing about 350 Chinese members and associates of the Ministering Children's League, assembled in the grounds of Government House on Thursday, the Hon. Mr. HEWITT, the Hon. Mr. HEWITT's speech of 29th September 1910 stated, it was not because he was entirely satisfied with that policy. What all the criticism amounts to is simply that we have not cut the coat according to our cloth. We

expected to get a railway costing half a million sterling or thereabouts, and we have instead one which has cost more than double that amount, the additional cost being largely due to alterations of the original design in accordance with the "larger view" which was taken after the work of construction had actually commenced—and the taxpayers had absolutely no voice in the matter. They knew little or nothing about these things, in fact, until the bill was presented, and the Hon. Mr. HEWITT, though a member of the Executive Council, appears to have known no more than the man-in-the-street. The grounds of criticism, as the Hon. Mr. HEWITT was careful to observe, refer to it time prior to the government of H.E. Sir FREDERICK LUGARD, who has certainly shown by his annual railway statements that he has exercised a close supervision over the expenditure to which the Colony had been committed. When all is said and done the mainspring of the discontent is seen to be that the taxpayers who have to foot the bill were not taken into the confidence of the Government when the plans were being settled, and were consequently misled into believing that they would be getting a railway at a cost approximating to the estimate furnished by Mr. BRUCE.

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A Chinese who took a watch out of the coat pocket of a countryman at West Point on Thursday night was sentenced by Mr. Hallifax at the Magistracy yesterday to twelve months' imprisonment and six hours' stocks. The defendant, it was found, had just concluded a term of banishment.

At the Roman Catholic Cathedral to-morrow morning at 7 o'clock hundreds of children of both sexes, we are informed, will receive the Holy Communion for the first time. His Lordship Bishop Pozzani will administer the Holy Communion during a low solemn mass. In the evening at 5.30 solemn services introductory to the "Month of May" will be held during the month of May, all the evening. Conferences will be conducted by the Rev. Fr. L. Versiglia, the superior of the Salesian Congregation.

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TELEGRAMS.

[Protected by the Telegraph Messengers' Copyright Ordinance, 1894.]

"DAILY PRESS" EXCLUSIVE SERVICE.

THE PLAGUE CONFERENCE.

PEKING, April 28th.

A tarabagan inoculated at Mukden on the 14th inst. was to-day found to be suffering from chronic plague, proving infectivity for lengthy periods.

The Conference resolutions will not be published before the Report is issued.

DEBACLE ON THE TOKYO EXCHANGE.

TOKYO, April 28th.

Half of the China ban has been allotted to London capitalists.

There was a regular debacle on Exchange in consequence of the leading "bull" being unable to meet obligations of over three millions.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

SERIOUS SITUATION IN MOROCCO.

FRENCH RELIEF COLUMNS CUT OFF.

LONDON, April 28th.

A telegram from Tangier states that the bold attempt of M. Bousset, the French Consular Agent at Alcazar, escorted by troops, to take money and ammunition supplies to Major Bremond has proved unsuccessful. Major Bremond, who is marching with the Mathalla to the relief of Fez, was recently reported to be detained by floods and exhaustion of ammunition and his force, which is thirty miles from Fez, is now reported to be cut off from relief.

The flying column mentioned in the telegram of the 25th is three thousand strong but cannot reach Fez in less than ten days.

A letter received in Madrid from Fez via Ceuta states that the Europeans there, disguised as Moors, have taken refuge in the French Consulate. They had been there three days unable to leave, as the city was a prey to anarchy. It was feared that the provisions at the Consulate would give out.

There is an unconfirmed report from Tangier that Major Bremond has been killed.

THE OPERATIONS IN ARABIA.

LONDON, April 28th.

Perim natives report that Imam Yahya has been captured at Sanaa.

FRANCE AND THE ALGECIRAS TREATY.

LONDON, April 28th.

The French Ambassador at Berlin has assured Dr. von Bethmann-Hollweg that France has no intention of contravening the Treaty of Algiers.

THE BRITISH BUDGET.

LONDON, April 28th.

Speaking in the House of Commons, Mr. Asquith said that he hoped the Budget would be presented as soon as the Veto Bill is disposed of in the Commons.

A WARNING TO MONTEVIDEO.

LONDON, April 28th.

It is reported from Constantinople that Rifaat Pasha, the Grand Vizier, has said that unless the Montenegrins cease aiding the Albanian insurgents he will be compelled to call Montenegro to account.

REVOLT IN CANTON.

ATTACK ON THE VICEROY'S YAMEN.

Following on the rumours as to the probability of a rising in Canton on the first of the month (to-day), which have been current for a day or two, came the startling intelligence yesterday that an attack had been made on the viceregal yamen by a body of insurgents. Though it was understood that this particular attack had proved abortive, it was feared that the outbreak would assume serious dimensions, and considerable anxiety prevailed in Hongkong in consequence. The mercantile community with interests in Canton could not feel grave concern, and the Colony generally was roused to an unusual interest in news from up river. Among the Chinese there was a ferment of excitement, and the vernacular newspapers with their various publications were eagerly scanned for the latest information.

The first sensational intelligence arrived through Chinese sources. The report, which came to hand in the morning, was to the effect that a band of rebels had made an attempt to destroy the Viceroy's Yamen. These rebels armed with bombs and hand grenades surrounded the Yamen, set fire to an adjacent building, and exploded their bombs. Considerable damage to property was done, but His Excellency escaped. Admiral Li came on the scene with his soldiers and surrounded the insurrectionists. A fierce fight ensued, and several casualties took place on both sides, but the result was that the rebels were dispersed. Some fifty of their number were captured, and among them was the ringleader. They followed the announcement that all was quiet. Reassuring as this was intended to be, it did not produce that effect, and excitement became intensified when it was learned that the Harbour Master had prohibited all vessels leaving for Canton. The Canton steamship wharves were thronged all day by Chinese, and the crowd increased as the day advanced.

Later in the afternoon the prohibition was cancelled, a fact which was taken as an angry sign that the situation in Canton had become less acute. It was learned that the embargo placed on vessels leaving Canton had been removed by the Viceroy, and that the Honan had left that port at one o'clock. This steamer arrived about eight o'clock at night. Though the first to reach here from the scene of the disturbance, she brought little additional information as to what was happening there. Captain Smith stated that the only feature of the trip was the large number of better class women and children who had taken passage. They were in a state of alarm, and many of them were seen in tears. The Captain told our representative that though he saw a glare in the sky the previous night he did not attach any importance to it. He thought it was one of the numerous fires common to the city. Not until 6.30 yesterday afternoon did he learn of the happenings of the night before. Then a customs officer came on board and informed him that the Honan could not leave until further orders. All traffic on the river was suspended. The railway service too was stopped. The city gates were closed and no one was allowed to leave unless under a permit from the Viceroy or Admiral Li.

The reports to hand indicate that the rising was precipitated through the measure of the Viceroy in causing search to be made for revolutionaries. So thorough was this search that the outlaws were driven from their hiding places, and it seems to have been as a desperate resort that the attack on the Viceroy's Yamen was carried out. According to an account furnished to the Cheung Nai San Po "several tens of rebels" marched from Ss Hau Street to the Yamen. They were armed with pistol and wore white cloth round their waist as a distinguishing mark. About seven o'clock they set fire to a building near the Yamen, but His Excellency gave instructions to put no attention to the fire, but to cope with the rebels. Fighting ensued, and after a number were killed the rebels ran away. The gates of the city were closed, and a thorough search for revolutionaries was instituted.

In none of the communications from reliable sources is the outbreak attributed to the action of reformers. The men who took part in the attack are described as outlaws or rebels or mob.

That the British authorities were well informed is indicated by the fact that the Moro rebels reached Canton on Thursday night and two gunboats proceeded there yesterday from Hongkong.

The steamers from Hongkong reaching Canton yesterday morning had to remain in the harbor until the afternoon, and a strict examination was made before the passengers were allowed to land.

A telegram sent from Canton at ten o'clock last night stated that several "tens of rebels" had been arrested, that the city gates are still closed in continuation of the search for rebels, and that the people are quiet.

SUCCESS OF INTERNATIONAL STAMPS.

HONGKONG LEGISLATIVE COUNCIL.

(Continuation of Report from yesterday.)

THE COST OF THE RAILWAY.

Hon. Mr. KESWICK—Your Excellency, at the last meeting of this Council I referred to some criticisms which I made to the shareholders of the Dock Company and the Wharf & Godown Company. I made those criticisms because I thought it was my duty as chairman of directors of those two concerns to lay before the shareholders the dangers which, from information in my possession at the time, I thought threatened their interests. At the last meeting of the Council you referred to those speeches, and have dissipated some of my fears. Others, I regret, you have not. However, with regard to that, it is all a matter of opinion. It is past, and I know the futility of crying over spilt milk. My object has been attained, because I drew the attention of shareholders to possible dangers, and I drew the attention of Government to the fact that there were a number of people in the Colony who were watching the action of

Government very closely and were intimately concerned in railway matters. Enough of that. With regard to the original estimate for this railway, and the ultimate cost of the original estimate, it appears to me, Sir, was made for the purpose of constructing a line which would connect the Chinese station from its terminus with Kowloon. At that time it was not considered necessary that there should be the elaborate and most excellent railway which we now possess. It was merely determined that there should be a connection made sufficient to meet the ordinary traffic which would pass over it, a line which later on might be made to meet the improving and more onerous conditions.

As we have gone along, the expenses have largely increased, and it is that which we people in Hongkong rather "kick at" if I may use a colloquial term. If we had money we would be only too pleased to provide the best railway possible, but we have not the money. I wonder

whether my avatars follow-countrymen, the hon. Mr. Chatham, is chortling at the idea of all these public works being secured almost entirely at the expense of the railway. I venture to use the word "chortle" because although it is not perhaps of the same classics as quoted by the hon. Colonial Secretary, still "Alice and the Looking-Glass" is more or less of a classic. It seems to me that we are all more or less looking through a looking-glass, and I would suggest that we should come back again as soon as possible. The railway exists, and as my hon. friend the Colonial Treasurer said to me the other day, it doesn't matter a row of pins whether you pass this vote or not, because the money has already been spent, and as my hon. friend Mr. Pollock says, we have got a good railway.

The representative of the Chamber of Commerce concedes, and concedes willingly, that the engineers on the line have done their work well. Let us get back through the looking-glass to ordinary times, and take particular care that we have no expensive toy, or fastidious, to work, we use it to the best advantage.

HIS EXCELLENCE—Gentlemen, it only remains for me to wind up, in a few words, as possible, the debate on this resolution. The criticisms made by the hon. members who represent the Chamber of Commerce have been so very fully replied to, both by my hon. friend the Colonial Secretary and my hon. learned friend on my left (Mr. Pollock), that I think there is little need for me to go into them in any detail, more especially in regard to what is called Bruce's estimate, which, as the hon. Mr. Pollock said, I frequently on former occasions explained to have been merely a preliminary survey for preparing the probable cost of two different alignments and including items not common to both. That cannot be said to be an estimate for a railway. One other matter, upon which the hon. member on my right touched is the question as to when that railway was first met with when that railway was constructed. I dealt with that at some little length in a speech which I made on this subject on the 6th February, 1903. You will find it on page 9 of *Household* of that year. He said that if the railway had been constructed by contract, it would in all probability have been a very much cheaper speculation for this Colony, and gave as one reason that we should not then have had the expense of supervising which we now have. On that point I think the hon. member is in error. If we employed contractors there would still be the need of supervision to see that their contract was fulfilled, and that supervision, in a technical work like a railway, would have been in itself very costly. The ordinary reason for adopting what has been called the Departmental system is that the Government is also thereby to save contractors' profits, a subject upon which there has been already one lengthy speech this afternoon, and I do not desire to examine it at length. I ask you, when discussing the question of railway building by contract, to bear in mind those two points, together with the one other, and that is, if you can't place before the contractors a definite self-contained scheme which you are certain is going to express all you need, it may be better to adopt the contract system, but if you cannot specify every item to be included in that contract you are entirely at the mercy of the contractor for every addition to the terms of the contract. When we originally had this line in view, it was impossible to state the many conditions regarding this railway, more especially the formal station, the reclamation, and various other points. I may also say in regard to this particular railway that it was an unknown fact of what sort of material the tunnel would consist and would have involved an undoubtedly exceeding heavy contract price. On the general question as to whether we have good value for one money, after what has been said by my hon. and learned friend (Mr. Pollock) I think there is little occasion for me to dwell on that point, but I may recall to your memory that two years ago in this Council there was a considerable discussion on this subject, and Mr. Law, who at that time was the head of the large firm of Messrs. Butterfield & Swire, a firm which had recently been undertaking very extensive work, went himself over the railway to see what sort of value we had got for our money, and on his return he expressed the view that the Colony had got exceedingly good value for the money spent on the railway. I regard his opinion as of great value, because he had himself for some period previously been engaged in contracts with Chinese for similar work. With regard to the question of the reclamation, the hon. member representing the Chamber of Commerce repeated the fears which he expressed before that the reclamation would be used to the disadvantage of existing companies. I may inform the Council that a considerable portion of that reclamation has already within the last few days been let on a very advantageous lease, and in this Colony as well as in other places there is a class of prisoner known as habitual criminals, and it is for the benefit of those people that a prisoner should be flogged before them so that the flogging will act as a deterrent to them.

The ATTORNEY-GENERAL—My experience in England was that the majority of criminals there were habitual criminals, but I was informed by the Captain Superintendent of Police the other day that he had never experienced a case in which man who had served a sentence of seven years or over had relapsed. Hon. Mr. KESWICK—Wasn't that on different grounds? The Captain Superintendent of Police said that the prisoners did not come back after seven years because they were so

godowns will in all probability be required in close proximity to the sidings and terminus of the railway. My hon. and learned friend Mr. Pollock condemned the criticisms made about the railway to the one point; that we had in all probability required more land than we required. If he alluded to the two acres north of Salisbury Road I may inform him as I have already done, that the cost of neither of those areas has been deducted from the railway. They are an asset acquired by the Colony, and in the opinion of those with whom I discussed the subject a very valuable asset, and I think should the Colony desire to part with them it will do so certainly, at no loss. The reason that they were acquired was not, as far as I can see, that they were necessary for the railway terminus, but because they are an asset acquired by the Colony, and in the opinion of those with whom I discussed the subject a very valuable asset, and I think should the Colony desire to part with them it will do so certainly, at no loss.

The CAPTAIN SUPERINTENDENT OF POLICE.—I think it would be considered brutal to flog a prisoner before the other prisoners.

The ATTORNEY-GENERAL—I have not the English Act, but I believe that Act provides for private flogging.

Hon. Mr. EDWARDS.—Sir, if flogging is not brutal, flogging in my opinion in the presence of other prisoners cannot be brutal either, and I do not think it would do so certainly, at no loss.

Hon. Mr. KESWICK—After all, it is a punishment for a brutal assault. Of course we want to avoid the question of vengeance as much as possible.

HIS EXCELLENCE—I must admit that my feeling is entirely with the suggestion of my hon. and learned friend (To Mr. Pollock).—Do you wish to make an amendment?

Hon. Mr. POLLOCK—I would suggest that the words "in private" be omitted, and that after the words in prison be added the words "in the presence of the other prisoners."

Hon. Dr. HO KAI—Lugard suggest that the word private be deleted and that the matter be left to the prison authorities.

Hon. Mr. POLLOCK—I accept the suggestion of the hon. member.

The COLONIAL TREASURER—I am almost certain that the Secretary of State will instruct me to put in the word "private" again when the Ordinance is sent Home for confirmation. Public floggings have been out of date now for many years.

Hon. Mr. KESWICK—They don't know at home the class of people we have to deal with here.

The COLONIAL TREASURER—That is the tone of public opinion at Home.

The amendment was then put to the vote and declared lost. The voting was as follows:—Ayes—Hon. Mr. Keswick, Hon. Mr. Edwards, Hon. Mr. Pollock, Hon. Mr. Wei Yik; Noses—Hon. Dr. Ho Kai, Captain Superintendent of Police, Registrar-General; Director of Public Works, Colonial Treasurer, Attorney-General, and the Colonial Secretary.

On Council resuming,

The ATTORNEY-GENERAL reported that the Bill had passed through Committee without amendment, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

CORRECTION OF REFERENCES ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to correct certain references to previous Ordinances contained in its present form by His Majesty's Secretary of State for the Colonies." It has been welcomed by the Judges, and though it has to a certain extent been criticised by the Press the criticisms that I have seen have been because it did not go far enough. It goes, however, as far as the Home Authorities will allow it to go, and it is useless for this Council to pass legislation which will be disallowed shortly after being passed. It authorises the use of the birch in the case of the most serious forms of kidnapping and foliating, according to the principle of the Gaolers' Act if it allows the infliction of the "cat" on those who commit robbery with violence. Under the Gaolers' Act it is permissible to inflict three floggings with the "cat" of fifty strokes each, in all 150 strokes. This Ordinance allows one flogging of not more than 24 strokes. It cannot be said therefore in my opinion that the principle of this Ordinance is a principle of vengeance. (Applause.) We care not for the prisoner who receives it and we have no desire to wreak our vengeance on him. The principle of this Ordinance is not vengeful. It is not remedial. But it is exemplary. We want to inflict the "cat" on an individual because we want to show the class from whom this individual is sprung that they do these things at their peril. We inflict the punishment as an example to others, we arrest for a time.

REFOGGING AMENDMENT.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to amend the Flogging Ordinance, 1903." In doing so he said—This is an Ordinance which has been amended in its present form by His Majesty's Secretary of State for the Colonies.

It has been welcomed by the Judges, and though

it has to a certain extent been criticised by the Press the criticisms that I have seen have been because it did not go far enough. It goes, however, as far as the Home Authorities will allow it to go, and it is useless for this Council to pass legislation which will be disallowed shortly after being passed. It authorises the use of the birch in the case of the most serious forms of kidnapping and foliating, according to the principle of the Gaolers' Act if it allows the infliction of the "cat" on those who commit robbery with violence. Under the Gaolers' Act it is permissible to inflict three floggings with the "cat" of fifty strokes each, in all 150 strokes. This Ordinance allows one flogging of not more than 24 strokes. It cannot be said therefore in my opinion that the principle of this Ordinance is a principle of vengeance. (Applause.) We care not for the prisoner who receives it and we have no desire to wreak our vengeance on him. The principle of this Ordinance is not vengeful. It is not remedial. But it is exemplary. We want to inflict the "cat" on an individual because we want to show the class from whom this individual is sprung that they do these things at their peril. We inflict the punishment as an example to others, we arrest for a time.

REGISTRED PARTNERSHIP ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to establish Registered Partnership and to give effect to certain Chinese Partnership Customs."

In doing so he said—The principles of an eye for an eye and a tooth for a tooth have been proved totally inapplicable to commercial communities, and all the laws of commerce from the King of Babylon, who died some 2,000 years before the Christian era, down to modern times have always recognised that it was better for the State that a debtor should escape to a certain extent from his obligations rather than he should be handed over and ruined by his creditors, but different nations have different ways of dealing with it. In the case of the associations on commandite there are four principal matters, two of which exist in the laws of the Colony at the present moment. Those are the French method and the Chinese method.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then resolved itself into a committee of the whole Council to consider the Bill clause by clause.

CLAWSON.

Hon. Mr. POLLOCK said—I understand from what has fallen from the learned Attorney-General that the corresponding provisions of this Bill are not in accordance with the Home Act which authorises three floggings of 50 strokes each. I do not know, Sir, for what particular reason there was any departure from that Act in adapting it to this Colony.

HIS EXCELLENCE—The Secretary of State has limited the number of strokes to 24. The original number proposed was in excess of that.

Hon. Mr. POLLOCK—It is not clear here. Does this mean 24 strokes in one flogging?

HIS EXCELLENCE—Yes.

The ATTORNEY-GENERAL—There is a section in the principal Ordinance which limits the floggings to one.

Hon. Mr. POLLOCK—The clause says that flogging shall be inflicted privately in the prison and within six months of the sentence.

The ATTORNEY-GENERAL pointed out that one of the objects to be attained was that these floggings would act as a deterrent to others.

It seems to me that the word privately should come out and after the words "in prison" the following words might be inserted: "in the presence of the other prisoners."

The ATTORNEY-GENERAL—The people we

wish to deter from committing armed robbery

are not those already suffering imprisonment

for other offences, but those outside of the prison.

The fact that the sentence is pronounced publicly is, I submit, sufficient intimation to them that the prisoner will receive the "cat". It would be creating a very unpleasant spectacle to carry out flogging publicly, and merely to flog a man before other prisoners who cannot possibly by reason of their being in prison commit armed robbery would be to defeat the object of the Ordinance.

Hon. Mr. POLLOCK—The hon. Attorney-General does not seem to see that these people in prison very often go into prison again, and in this Colony as well as in other places there is a class of prisoner known as habitual criminals, and it is for the benefit of those people that a prisoner should be flogged before them so that the flogging will act as a deterrent to them.

The ATTORNEY-GENERAL—My experience is

that there were habitual criminals, but I was informed by the Captain Superintendent of Police the other day that he had never experienced a case in which man who had served a sentence of seven years or over had relapsed.

Hon. Mr. KESWICK—Wasn't that on different grounds? The Captain Superintendent of Police said that the prisoners did not come back after seven years because they were so

well looked after and taught a trade, and they thought it paid them better to work at a steady job than to go back for another seven years.

The ATTORNEY-GENERAL—That was so. Prisoners are so improved by prison discipline that they do not require to see these terrible sights.

The CAPTAIN SUPERINTENDENT OF POLICE.—I think it would be considered brutal to flog a prisoner before the other prisoners.

The ATTORNEY-GENERAL—I have not the English Act, but I believe that Act provides for private flogging.

Hon. Mr. EDWARDS.—Sir, if flogging is not brutal, flogging in my opinion in the presence of other prisoners cannot be brutal either, and I do not think it would do so certainly, at no loss.

Hon. Mr. KESWICK—After all, it is a punishment for a brutal assault. Of course we want to avoid the question of vengeance as much as possible.

HIS EXCELLENCE—I must admit that my feeling is entirely with the suggestion of my hon. and learned friend (To Mr. Pollock).—Do you wish to make an amendment?

Hon. Mr. POLLOCK—I would suggest that the words "in private" be omitted, and that after the words in prison be added the words "in the presence of the other prisoners."

Hon. Dr. HO KAI—Lugard suggest that the word private be deleted and that the matter be left to the prison authorities.

Hon. Mr. POLLOCK—I accept the suggestion of the hon. member.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The ATTORNEY-GENERAL then moved that the Bill be referred to a special committee of the Council.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

HIS EXCELLENCE appointed the following members to be a special committee:—The ATTORNEY-GENERAL (Chairman), Hon. Dr. Ho Kai, Hon. Mr. Wei Yik and the Registrar-General.

SUMMARY OFFENCES AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to further amend the Summary Offences Ordinance, 1895." In doing so he said—

"This Bill simply corrects a mistake which somehow or other crept into Sir John Cartwright's edition of the Ordinance. It has been pointed out by the editor at present engaged in revising the edition. He has advised that it is necessary to make the amendment by a Bill and not in the ordinary course of revision.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The ATTORNEY-GENERAL reported that the Bill had passed through Committee without amendment, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

CORRECTION OF REFERENCES ORDINANCE.

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The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then resolved itself into a committee of the whole Council to consider the Bill clause by clause.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Building, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

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NEW ADVERTISEMENTS

THE MERCANTILE BANK OF INDIA, LIMITED.

NOTICE.

I HAVE this Day Assumed Charge of the Branch of this Bank in Hongkong.
F. C. MACDONALD.
Hongkong, 29th April, 1911. [649]

NOTICE.

WE beg to Notify that Mr. H. OISHI has been transferred to our Moji Office, and Mr. Y. SHIBUYA will take Charge of the Local Office of the Company as Manager from This Date.

MITSU BISHI GOSHI KWAISHA.
Hongkong, 29th April, 1911. [650]

OLD ALLEYNIAN DINNER

A N.O.A. DINNER will be held at 8 P.M., or FRIDAY, May 6th, at the GRAND HOTEL. All Old Alleynians wishing to attend are asked to communicate with the undersigned.
H. O. SPINK.
Kowloon Vicarage.
Hongkong, 29th April, 1911. [651]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIUME AND TRIESTE (DIEC), Calling at SINGAPORE, PENANG, COLOMBO, TOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"CHINA."

Capt. Pavissich, will be despatched as above on FRIDAY, 26TH MAY.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess.

For information as to Passage and Freight apply to

Princes Building.

Hongkong, 29th April, 1911. [3]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:-

Epitome of the Week's News.

Leading Articles.

Uneasiness in China.

Crime in Hongkong.

Hongkong's Need of Wireless Telegraphy.

The Military Contribution Question.

Motor Traffic in Hongkong.

Hongkong Reactions.

Hongkong Press Representative at the Coronation.

Shipping Disaster.

All Alleged Forged Order.

Hongkong Sanitary Board.

Music in a Bar-room.

Canton News.

Hongkong Schools Athletic Sports.

The Rules of the Road.

Hongkong Coronation Committee.

The Coronation.

Government House.

Company Meetings.

The Hongkong Electric Co., Ltd.

Union Insurance Society of Canton.

China Traders' Insurance Co., Ltd.

A Juror Exempted.

Alleged Kidney.

The Siamese Heir-Apparent in Hongkong.

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Extra copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent, including postage, 34 cents each.

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Hongkong, 29th April, 1911.

WANTED

NOTICE.

COMPRADEORE REQUIRED.

A N DORE of good standing for its Canton Branch. Security \$100,000 at the least in Hongkong Property or cash. Apply in writing marked "COMPRADEORE" to

DEACON, LOOKER & DEACON,
1, Des Voeux Road,
Hongkong.

Hongkong, 25th March, 1911. [502]

WANTED

A COMPRADEORE of good standing for a European Firm in Hongkong. Security at least \$50,000 Cash.

Apply to— "A.B."

Care of "Daily Press" Office.
Hongkong, 27th April, 1911. [645]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of Twenty Dollars per Share for the year 1909, and an INTERIM DIVIDEND of Thirty Dollars per Share for the year 1910, will be payable on Wednesday, the 26th instant.

Warrants may be had on application at the Office of the Society on and after that date.

By Order of the Board.
C. MONTAGUE EDE,
Secretary.

Hongkong, 27th April, 1911. [644]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 4309, dated 3rd April, 1895, for Two Shares Nos. 8,771 and 17,546 in this Company, standing in the name of Mrs. ANNA JOSEFA CARNEIRO DE LECAROZ (since deceased) of Macao, has been LOST, and at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.

C. PEMBERTON,
Secretary.

Hongkong, 25th April, 1911. [634]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 3046, dated January, 1890, for Twenty-five Shares, Nos. 19,271 to 19,275 and Nos. 19,851 to 19,870, and the Certificate, No. 5,126, dated 1st February, 1899, for Twenty Shares, Nos. 5,671 to 5,875 and Nos. 9,701 to 9,715 in this Company, standing in the name of MR. JUAN LECAROZ (since deceased) of Macao, have been LOST, and at the expiration of One Month from the date hereof the above documents will be issued by the Company and thereafter no others will be acknowledged.

C. PEMBERTON,
Secretary.

Hongkong, 25th April, 1911. [635]

NOTICES OF FIRMS

THE CHINA-BORNEO COMPANY, LTD.

NOTICE.

DURING my Temporary Absence from the Colony MR. HENRY WILLIAM KENNEDY will act as MANAGER at Hongkong of the above-named Company.

THE CHINA-BORNEO CO., LTD.
WILLIAM D. JUFF,
Manager.

Hongkong, 25th April, 1911. [635]

NOTICE.

NOTICE IS HEREBY GIVEN that I have Dissolved Partnership with Capt. GILLAN, of the Zetland House, in Zetland Street, Victoria, Hongkong, since the 18th day of May, 1911.

For information as to Passage and Freight apply to

Princes Building.

Hongkong, 29th April, 1911. [3]

FOR SALE

FOR SALE OR TO LET.

"K ENLIS," 76, PEAK; SEVEN ROOMS; Large Verandas; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes' walk from Tram, 7 minutes by Tram. One of the best situations at the Peak. Cool in Summer, Warm in Winter.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 2nd February, 1911. [270]

FOR SALE.

IN SHAMEEN, British Concession, Canton, TWO VALUABLE GROUND LOTS, Middle Avenue.

For Particulars apply to— HERBERT DENT & CO., Canton.

Canton, 1st March, 1911. [390]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 32 at PEAK EAST, Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASEES.

MARINE LOT No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply— G. FENWICK & CO., LTD.
ENGINEERS, &c.,
PEAK EAST, HONGKONG.

Hongkong, 8th June, 1906. [111-112]

ON SALE.

HONGKONG HANSD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

REVIVED BY THE MEMBERS.

PRICE — — — \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911. [636]

SINGON & CO.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Ship Chandlers, Nos. 35 & 37, HING LOONG STREET (2nd St. west of Central Market). Telephone No. 515. [605]

INTIMATIONS

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the NATIONAL BANK OF CHINA, LIMITED, will be held at St. George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the Twenty-fourth day of June, 1911, at 12.30 o'clock P.M., for the purpose of considering and, if thought fit, passing as Extraordinary Resolutions, the following Resolutions, that is to say:

(1) That the Company be wound-up voluntarily, and that ARTHUR RYLAND LOWE, Chartered Accountant, of Thorner's Chambers, Fenchurch Street, London, E.C., and St. George's Building, Hongkong, be and he is hereby appointed Liquidator for the purpose of such winding-up.

(2) That the Liquidator be authorised to pay out of the funds of the Company a sum not exceeding \$100,000 as compensation to members of the Company's staff.

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated Fifteenth day of March, 1911.

By Order of the Board.
J. SCOTT HARSTON,
Chairman.

5041

G. R.

IN THE MATTER OF HERBERT WILLIAM KENNY, DECEASED.

NOTICE IS HEREBY GIVEN that authority has been granted by His Britannic Majesty's Supreme Court for China and Corea to JAMES WILLIAM JAMIESON, Esquire, C.M.G., H.B.M.'s Consul-General at Canton, to administer the estate of the above-named deceased, who died at Hongkong on March the 11th, 1911.

All persons having claims against the said estate are hereby required to send particulars of such claims to the undersigned on or before the 10th day of June, 1911, after which date the assets will be distributed having regard only to claims of which notice shall then have been given, and NOTICE is hereby given that all persons indebted to the said estate are required to make immediate payment to the undersigned.

J. W. JAMESON,
H.B.M.'s Consul-General.

H. CANTON,
Canton.

Hongkong, 25th April, 1911. [635]

NOTICE OF FIRMS

THE CHINA-BORNEO COMPANY, LTD.

NOTICE IS HEREBY GIVEN that a Second Call of Dollars Ten (\$10) and Cents Two (\$10.10) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the 15th May, 1911.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, or to THE BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 13th, and SATURDAY, the 20th May, 1911.

"THE PEAK" Building, for endorsement after payment has been made on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 20th May, 1911.

For the Board of Directors.

T. F. HOUGH,
Chairman.

Hongkong General Purposes Committee.

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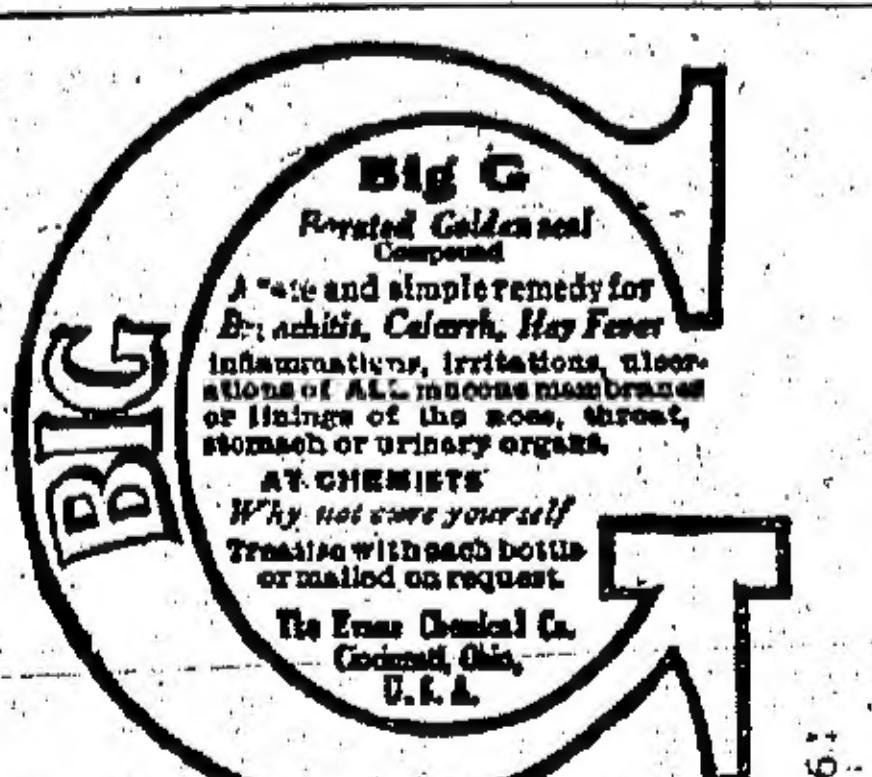
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UEENA, THE GEISHA QUEEN, OR THE PLAY-GROUND OF PASSION

By CHARLES J. H. HALCOMBE.
(Author of "The Mystic Flower Land,"
"Children of Far Cathay," etc.)

CHAPTER XVII. INTO PORT ARTHUR.

It was a dark stormy night, and Admiral Togo's squadron was having a lively time outside Port Arthur, for a fierce south-westerly gale was blowing and a mountainous sea was running in the Gulf of Pechili. Now and again the boom of a heavy gun was heard from Golden Hill or Liutishan Fort when the watchful Russians fancied they had got a Japanese vessel within range; and at intervals a search-light flashed its dazzling ray through the darkness—now leaping forth from the *Niizaka* or *Azaki*; and climbing up the rocky heights of the enemy's shore, and now sweeping seaward and shimmering upon the hulls and turrets of monitors and battleships whose 12 in., and 6 in., guns frequently belched forth long tongues of flame, mingling their echoing thunder with the tumult of the storm.

Towards ten o'clock that night a small vessel under sail approached the fleet from the south-west. It was the yacht *Far Cathay*, and Merton and the skipper were standing together upon the quarterdeck. Both men were enveloped in oilskins and were eagerly peering into the gloom ahead, for the discharge of heavy ordnance had warned them that they were nearing their destination.

Kaisha was restlessly pacing the deck amidships and looked foreward and grimly determined. Two days previously they had learned from a passing steamer, bound from Port Arthur to Shanghai, that war had been declared and that the Russian gunboat *Viatka* was anchored in the west harbour of Port Arthur. They had also gleaned considerable information from the master of a Chinese junk bound from that port to Swatow.

"A green light and a masthead light right ahead," was now shouted from forward, and immediately afterwards other lights were reported.

"That's Togo's Squadron I expect," observed Merton to the skipper. "Hadn't we better do our gills and keep away a little?"

"Keep up a little, I guess!" replied the skipper; "for, if we get to leeward of the channel in this howling tempest, I just calculate it will take a tack as long as a purser's shift to get to windward again."

"Mr. Rawlins," he said turning to the second mate, "go forward and have the side lights taken in, and call all hands on deck."

Merton wished to avoid the blockading squadron, as he was on a desperate enterprise and did not want to be stopped or interfered with. Rumours were abroad that the entire Russian fleet meant to sail forth from Port Arthur and either fight or try to escape to Vladivostok, which meant courting destruction at the hands of a superior foe. So there was no time to be lost if Kaisha was to be rescued from the dreadful doom which probably awaited her if she remained where she was.

The yacht was close-hauled on the starboard tack and was heading about north-east towards the coast near Liuchu, which lay some distance to the east of the port. Fortunately the search-lights of the Japanese vessels were directed northward and westward, while those from the forts on shore were not ranged beyond the limit of the blockading squadron; so, by keeping well to windward, the *Far Cathay* managed to creep landward without being observed by the blockaders.

"We could not have had a better night for the rescue," said Merton, as they forged ahead through the straining shrouds.

"I guess you're right," Mr. Merton, dryly replied the skipper, peering seaward from beneath his bonnet-like sou'-wester and making among his scrappy heard from which the salt spray dripped. "It's about as thick as bilge water and ten times more dirty; but if we tried to make the harbour now we should be sunk like a scupper-nail."

"Then what course do you suggest?" asked Merton, who looked pale and haggard and kept impatiently moving about.

"Well, Mr. Merton," responded the skipper. "I'm of opinion that we had better double reef the foresail and main-sail and dodge along nose-to-wind until the admirals turned the lights out and gone to roost, and the Russians have done the same."

This advice was acted upon, and the yacht was practically hove-to until night had further advanced. Merton went below to complete his arrangements for the reception of Uena, he being fortunate enough to effect her rescue. Before returning on deck he went to his berth and offered up a solemn prayer for her deliverance and for the safety of those on board who had volunteered to risk their lives in her behalf.

By half past ten o'clock the firing and the flash of search-lights had quite ceased, for the gale had increased, and was accompanied by heavy squalls and blinding sleet; so probably the opposing forces had suspended hostilities and sought shelter from the inclemency of the weather, leaving the elements to guard their interests until another day had dawned.

Shortly after eleven o'clock all hands aboard the *Far Cathay* were called on deck and the reefs were shaken out of the foresail and main-sail. Then two hands were placed at the wheel, and the order was given to stand by the fore and main boom sheets; while Merton and the skipper stationed themselves near the after binnacle and carefully watched for a favourable opportunity to put the vessel before the wind and run for the harbour. They were now so close to land that the thundering of breakers could be heard distinctly.

"Slack away the after gaff and boom tackle!" cried the skipper; and, turning to the helmsman, he added. "Up with the helm, the tides, and steady at west-nor'-west!"

For a moment the yacht lay over on her beam-ends and quivering, with her after part half engulfed, nose "up" to meet a breaking wave which struck her amidships and ran forward as the bow swept round before the wind. The next billow seemed to curl above the little vessel's stern, but she plunged ahead, and being a good sea-boat, the mountainous mass surged under her counter and, running along on either side in walls of seething foam, broke with a noise of thunder beneath her stern.

The skipper now came close to Merton and spoke to him in a grave sturdy voice.

"Look here, Mr. Merton," he said, "you know as well as I do that this is going to be a harbourless job, and those who come through with a whole skin will be particularly well blessed. That doesn't concern me—though we all stand the same chance under God's good providence—but should it happen that I lose the number of my mess I want you to bury me out under in deep water. I was born at sea, and I guess I want to be buried at sea."

Merton grasped the skipper's horny hand and pressed it warmly in both of his; for this bluff old seaman was very dear to him and he could not find words to discuss such a contingency as the one mentioned.

"Do not speak like that," he said with a forced smile. "You have always been so jolly good to me that I cannot bear you. I shall never be able to repay you for all your devotion to Uena and to me."

"Tut, tut, man; that's all right," said the skipper, raising his night-glasses and looking into the gloom ahead. "I promised your father that I would always stand by you, and I have done so. I could not very well let you come alone to look after that poor young creature blest her!"

Fortunately Captain Splice was well acquainted with the harbour of Port Arthur and its approaches, having been a regular trader in former years, and he knew the narrow channel better than most pilots.

The yacht had a light draft, so it had been agreed upon to run her in close to the western shore and well beneath the heavy batteries of the Tiger's Tail.

At about half-past eleven the men on the starboard reported a white light two points on the starboard bow.

"That's the lighthouse at the entrance," observed the skipper, looking into the forward binnacle. "It's just under the Wei Yuen fort. We're now running in the three-fathom line."

"Port your helm a little," he said, turning to those at the wheel.

Soon afterwards the *Far Cathay* was brought round until she sailed north-north-west, so that she felt the wind and sea more as they were further astern; but after a time it became apparent that she was under the lee of land, for the sea gradually became smoother and the wind less boisterous, until she smoothly glided through calm water.

"See, we are close inshore," whispered the skipper to Merton, pointing to leeward, where the dismal heating of surf could be heard and a streak of white foam could be faintly seen. "But the night was so intensely dark that it was impossible to distinguish anything beyond a wall of opaque blackness. It seemed almost miraculous how they avoided running aground."

Outward they went, not a sound being heard save the moaning of the tempest overhead and the lapping and gurgling of water against the vessel and the shore; and every man held his breath and gazed anxiously into the surrounding gloom, expecting every moment to hear the batteries open fire or to see night turned into day by the treacherous searchlights.

"Keep up a little, I guess!" replied the skipper; "for, if we get to leeward of the channel in this howling tempest, I just calculate it will take a tack as long as a purser's shift to get to windward again."

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Presently the skipper pointed out to Merton an anchor-light which was visible on the port bow.

"There's the *Viatka*, sure enough!" he exclaimed, turning to the mate and issuing an order.

"The helm was now put down, and, as the vessel swung round head-to-wind, a small ledge-anchor was made fast to a strong hawser rope and quietly dropped over the bows. Then the starboard gig, which had already been unshipped from the davits, was gently lowered into the water, and Merton and Kaisha, accompanied by four picked seamen all of whom were armed, slipped down into it and at once pulled noiselessly away in the direction of the *Viatka* gunboat, the oars being muffled and skilfully hidden.

Merton steered the boat well round to the northward of the *Viatka*, which was lying with her head to the south-east, and approached her from astern, so that it was almost impossible to see by the main-deck sentries, as the high poop intervened. He noticed that a light was showing through the large stern window at which he had seen Monsieur Davelle on the occasion of their meeting outside Yokohama, and towards this he steered.

"Pull easy, man," he whispered, as they neared the dark bulk, standing up and making a careful reconnaissance through his binoculars while Kaisha took the tiller.

Fortuno favoured him, for no one was visible upon the poop deck, though sounds of clinking glasses and gruff laughter came through one of the ports which was open.

"Way enough!" he breathed, as the gig glided beneath the shelter of the vessel's counter and the man in the bow circled the rudder-shaft and held her there.

The sounds of revelry, which evidently proceeded from the saloon, were louder than ever, without making noise enough to be heard.

Merton managed to hook a small ladder to two iron bolts in the stern. Then climbing up until his face was on a level with the lighted window, he peered in.

He could not see anything as the glass was damp and hazy, he tried to open the window by gently pushing it inward; but it resisted his efforts. Then seeing a narrow aperture at the bottom of it he pressed his fingers under the frame and softly raised the window until he was able to walk without my crutches. A further course of Dr. Williams' Pink Pills completed the cure. Now I can walk with ease, eat and sleep well, and my general health has improved wonderfully.

"One day in reading a newspaper I came across an account of a cure wrought by Dr. Williams' Pink Pills for Pale People, and through this was prompted to give them a trial. Purchasing a few bottles I commenced taking the Pills, and after these were finished I was delighted to find myself stronger in every way and able to walk without my crutches. A further course of Dr. Williams' Pink Pills completed the cure. Now I can walk with ease, eat and sleep well, and my general health has improved wonderfully.

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As he raised himself and leaned forward, he saw the form of a Japanese woman; but her face was resting against the floor and her body was shaking with violent sobs.

"Uena, Uena!" he whispered. "Is that you?"

She did not hear him though she raised her head and pressed her hands to her brow.

He again called her gently.

She looked slowly round and saw someone at the window. Clutching the side of the bulk and trembling with excitement she struggled to her feet and staggered towards the window, at the same time vigorously clearing her dishevelled hair from her face. He called to her again.

Then she saw that Merton was there, and with a suppressed cry of joy, she sprang forward and throwing her arms about his neck pressed her face against his shoulder.

"I know you would come, dear," she panted, "that you would come at last."

"Hush, dear," he whispered, raising the window to its fullest extent and grasping her firmly round the waist with his left arm. The space was sufficiently large for her to pass through.

As he gently drew her out, Kaisha coming to his assistance, he was horribly struck to find her body was as light and fragile as that of a child and had lost all its strength.

She did not speak again but lay passively in his arms as he tenderly lifted her down and placed her in the stern of the boat, wrapping her in his large fur-lined overcoat. Then helping Kaisha to support her, he grasped the tiller and turned to him.

"Shore, shore!" he said in a low voice. "Pull starboard!—hook port!"

The boat backed out from beneath the vessel's counter and cautiously pulled towards the *Far Cathay*.

(To be continued.)

THE HONGKONG DAILY PRESS, SATURDAY, APRIL 29TH, 1911.

FINE NEW MONUMENTS.

MEMORIALS IN ROYAL PARKS TO KING EDWARD AND QUEEN VICTORIA.

Both the King and Queen Alexandra have approved the scheme for a London Memorial to King Edward formulated by the Mansion House Committee, which recommends a statue to King Edward, the demolition of the present bridge across the lake in St. James's Park, the erection of an ornamental bridge in its place, and the creation of an imposing avenue across the middle of the park from Marlborough House to Birdcage Walk. The dominant note of the Memorial will be the commemoration of King Edward's efforts to promote peace. On a central pedestal will stand a bronze statue of King Edward in his robes as a Knight of the Garter. The statue will be about 14 ft. high, and the height of the entire Memorial will be between 40 ft. and 50 ft.

The proposed new bridge is to be an elaborately ornate structure, with paved terraces, balustrades, vases, and stone seats. The whole Memorial will cost £50,000. Mr. B. Mackennal, A.R.A., and Mr. Lutyens are recommended as sculptor and architect respectively.

Mr. Brock's nine years' work on the Victoria Memorial is on the point of completion, and this magnificent piece of statuary will be unveiled in the Mall by the King on May 16.

The lower portion, embracing the marble fountains and basins, retaining walls, sculptured reliefs in bronze and marble, granite paving, steps and plateaux, as well as the bronze electric lamps, was exposed to view on the anniversary of Queen Victoria's birthday in 1909. There is now visible a 12 ft. bronze gilded figure of Victory, her head 80 ft. above the roadway of the Mall. She faces down the Mall, and at her feet are the attendant and supplementary figures of "Courage" and "Constancy." The marble statue of the Queen, enthroned with orb and sceptre, and facing eastward, is 18 ft. high.

At the opposite side, looking towards the Palace, is the group of "Motherhood."

Eight and a half hours' work on the pedestal, the lower portion, embracing the marble fountains and basins, retaining walls, sculptured reliefs in bronze and marble, granite paving, steps and plateaux, as well as the bronze electric lamps, was exposed to view

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[1047]

SUPREME COURT.

Friday, April 28th.

IN SUMMARY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGOTT).

MISCELLANEOUS.

The action by W. H. W. Loureiro against Lau Yan Cheong for £275 was reported to his Lordship as settled.

Mr. Stevensen informed his Lordship that the action by I. P. Madar against J. E. Holliday for £700 was in course of settlement. H. Price & Co. sued Mrs. J. E. Holliday for £277.69. Mr. Lewis, who appeared for plaintiff, said the defendant had consented to judgment.

LOCAL SPORT.**FOOTBALL.**

The 87th Coy. met the 88th Coy. R.G.A. in the inter-company cup competition on Wednesday, the former running out easy winners by three goals to nil. 88th Coy. lost the toss and had to defend against a strong wind which materially assisted their opponents, who started to make the running very early in the game. Watts opened the scoring, putting through from a corner. Vincent should have made the score level, but failed miserably, sending the ball yards over the bar. A second goal was added by 87th Coy. just before the interval. Honey set placing a corner so accurately that Arelle had no difficulty in heading through. Half-time arrived with the score 2-0 in favour of the Stonewall contingent. It was expected that the 88th would make a better show with the wind in their favour, but although they pressed for a considerable period nothing occurred. Hodson put his side further ahead from a breakaway. This ended the scoring, time arriving with 87th Coy. leading by three clear goals.

LATEST STEAMER MOVEMENTS.

The "Haus" str. *Freiheit* left Singapore on the 27th instant p.m. and may be expected here on or about the 3rd prox. a.m.

The Danish str. *dræbæs* left Sabang on the 27th instant and may be expected here on or about the 4th prox. p.m.

The P. & O. S. N. Co.'s str. *Nile* left Singapore for this port on the 26th instant, at 7 a.m., and is due here on the 3rd prox. at about 10 a.m.

The American & Manchurian Line steamer *Bloomfestein* passed the Suez Canal on the 11th instant, and is due here on or about the 5th prox.

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PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.
COPENHAGEN and BALTIC PORTS "CATHAY" About 3rd May.
SHANGHAI, YOKOHAMA and KOBE "ARABIEEN" On 4th May.

For further particulars, apply to

MELCHERS & CO.

AGENTS.

[6]

REVIEWS.

His Master Purpose. BY HAROLD BINDLOSS.

London: John Long.

Most people like a masterly man, a man who accomplishes what he sets out to do, and that being so, Geoffrey Thurstan, the hero of this book, is bound to win his way to the hearts of readers in spite of his apparent harshness. The story, which is told in that vigorous attractive style which the author has made distinctly his own, has plenty of movement and action. It depicts the struggle successfully waged by men who seek to subdue the mighty elements of nature and to make habitable the waste places of the earth, and the development of Canada has lent itself to fewer fascinating stories than in the one under notice. Geoffrey Thurstan had to contend not only with the mighty forces of nature but with men who did not scruple to employ any means to retard his work in the hope that they would benefit from his misfortunes. However, perseverance "won out" in his gigantic engineering undertakings and in his love affairs.

Where Truth Lies. By O. MADOK HURFEE.

London: Stanley Paul & Co.

Cleverly constructed, illuminated throughout by brilliant flashes of humour, highly imaginative, with generally cynical references to predominant influences in social and political life, "Where Truth Lies" is altogether off the track of the ordinary novel of the day. The leading characters are Truscott, a desultory clerk in a City office, who is discovered to be the missing Earl of Danbury, and a young girl, a runaway, supposed to be implicated in the dissemination of forged bank-notes. On the night after he is informed he is the heir to an earldom and a hereditary legislator, Truscott finds himself on the Thames Embankment with a £1,000 cheque in his pocket, no means of cashing it, and unable to persuade anyone to believe his story. He goes on a mysterious errand, is first kidnapped and then thrown into the Thames, is rescued by the girl and then wanders with her through Essex, eventually marries her, spending the honeymoon in Paris, and makes the acquaintance of her step-parents in London, when the process of unravelling the plot due to a double impersonation begins and leads to some ludicrously amusing situations. The whole book is a piece of clever, inconsequential extravaganza, and at times the reader wonders whether the authoress is poking fun at him or merely wishes to entice some of the tendencies of the present-day novel. She professes to teach no moral.

Before Adam. By JACK LONDON. London: T. Werner Laurie.

When we say that this is the twenty-first edition of one of Jack London's latest books, it will be obvious that it is unnecessary to recommend it to the public. It is four years since we read the book, and we have re-read it with as much zest as we did upon the first occasion.

It has been said by the critic of one of the leading London journals that "Before Adam" excels "The Call of the Wild." This is praise indeed, and though we cark at the dictum of this particular critic, we are prepared to agree that it is very little short of that masterpiece of the young American novelist in portraying the emotions and instincts of animal life. He deals with monkey-life at the period when it is on the borderland of human development. There is a weird attraction in the theme. The mystery of the creation of man is still unsolved. It was not solved even by the giant intellect of Darwin. But his theory of the evolution of man through serious stages of the animal kingdom is to-day the most widely held explanation of man's existence wherever scientific investigation has spread, and Jack London accepts it as the basis of this work. The book is written with that terse crispness and directness as characteristic of London. It grips the interest and holds the reader enthralled from beginning to end.

The Night Side of Paris. By E. B. d'AUVERGNE. London: T. Werner Laurie.

This is not a Murray or a Badesker. It is not a guide-book in the popular acceptation of the word; yet, armed with this cheap volume, the visitor to Paris, who does not want to be tied to Cook's representative or to trust himself to touts who solicit him in the neighbourhood of the Café du Palais, may see all that is worth seeing outside the recognized show places of the gay capital. M. d'Avorgne writes with easy grace, handling delicate subjects with Parisian daintiness. He is never offensive in phrase or suggestion, and yet he manages to convey much to the man and woman of the world. There has been waged during the past few weeks in the *Daily Mail* a controversy as to which of the European capitals has the best claim upon lovers of gaiety. The controversy started with the assertion that Berlin had the first claim, since its night life showed most attractions. It was maintained that it had quite superseded Paris, that Paris was dull by comparison and London simply nowhere. There were not wanting claimants for London and Paris, and one correspondent is of opinion that Vienna is really the gayest of all the gay capitals. But those of us who know our Paris, who are content to breathe the atmosphere of her boulevards, and to frequent the legitimate haunts of her pleasure-loving, laughter-loving people, will not be shaken readily from our allegiance to her. M. d'Avorgne's book, now published in cheap edition, contains twenty-four full-page drawings by Harry Morley, with the familiar Moulin Rouge on the cover.

WEATHER REPORT.

On the 28th at 11.55 a.m.—The barometer has fallen slightly at the stations bordering the China Sea and risen moderately over the N. part of the Sea of Japan.

An area of low pressure, probably of slight intensity, lies over the N. part of the China Sea, and a depression is shown also over the Pacific in the neighbourhood of the Bonins.

Pressure is highest over the Yellow Sea.

Fresh N.E. and E. winds and equally weather are indicated over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood (N.E. and E. winds, some rain).

Formosa Channel (E. winds, moderate).

South coast of China (Same as No. 1).

Hongkong and Lamock (Same as No. 1).

South coast of China (Same as No. 1).

Hongkong and Hainan (Same as No. 1).

THE COLONIAL PUBLIC SERVICES.**CRITICISM IN BRITISH GUIANA LEGISLATURE.**

The Secretary of State for the Colonies was the object of some criticism in the course of a long and animated discussion in the British Guiana Legislature recently, when the elective members protested against what was termed "the stagnation" that was at present taking place to the detriment of the Public Service of the Colony through the non-promotion of sub-ordinates officers to posts either in this Colony or in other Colonies, and the elective members went the length of refusing to vote the salary of an officer appointed by the Secretary of State.

Mr. A. A. Thom complained that men who had given their best days to the service of the Colony and whose work should be recognized had been deliberately passed over. It was not a question of dictating to the Secretary of State what he should do, but a question of justice to deserving Civil servants. Another member, Mr. J. Wood Davis, expressed the opinion that British Guiana suffered more in this respect than any other Colony in the West Indies, and said they ought to protest against the flooding of the country with officers appointed by the Secretary of State. A motion drawing the attention of the Secretary of State to the matter was carried, all the elective members present voting for it.

As far as the Estimates for 1911 were concerned, the salary of £60 dollars to Mr. G. Hampshire King, Assistant Government Secretary, "The officer was highly praised for his services as Assistant Government Secretary, and on several occasions as Acting Government Secretary and Acting Deputy-Governor, but as a protest against his non-promotion by the Secretary of State the elective members (who are mainly natives of the Colony) refused to grant the allowance.

The Governor (Sir Frederic Hodgson) admitted that the Assistant Government Secretary had been exceptionally unfortunate in not getting promotion, having been for eleven years in his present position. His Excellency pointed out, however, that the Secretary of State in receiving such recommendations as had been sent on behalf of Mr. King had to look over a long list of officers similarly recommended from other Colonies, and had to take the claims of each officer into consideration. Then, various Colonies which at one time were under the Colonial Office were now independent and were no longer available for the transfer of officers from other Colonies to them.

The item was withdrawn from the Estimates. The elective members also strongly opposed an item relating to the salary of an additional Chief Clerk to the Treasury Department who was recently appointed by the Secretary of State. It was contended that the appointment was unnecessary, as there was a local man qualified to perform the duties, and Mr. G. Hampshire King, alluding to the fact that the gentleman appointed came from South Africa, like some other officers in the Colony, remarked: "It is merely taking away the children's bread and throwing it to the South African." The salary, he added, was only £400 or £500, and they could not get a man in the public service of the Colony to fill an appointment at a salary like that than it must be uncommonly bad.

The Attorney-General (Sir T. Crossley Rayner) pointed out that to pass a resolution refusing to pay the officer's salary was going a long way in the direction of interfering with the prerogative of the King through his Ministers in making appointments to the public service of the Colonies. It was decided not to vote the salary, and the item was struck out. —Reuter.

CHURCH SERVICES.

PEAK CHURCH—Holy Communion 8 a.m. every Sunday.

UNION CHURCH Kennedy Road. Minister: Rev. W. H. Hickling. 11 a.m. Worship, Hymns 7, 22, 24. Magnificat (Burnet), Anthem, "Herrick unto Thee" (Sullivan) 12 noon.

Communion. Hymn 408, 4 p.m. Distribution of rewards in Sunday School, Kowloon. 6 p.m. Worship, Hymns 230, 220, 224, 227.

St. Andrew's Church, Nathan Road, Kowloon. 2nd Sunday after Easter, 30th April, 1911. Morning Services at 11 a.m. Holy Communion at noon.

St. Paul's School at 2.30 p.m. Services on Sunday afternoons. Holy Communion on 1st, 3rd and 5th Sundays at 8 a.m., Holy Communion on 1st, 3rd and 5th Sundays, at noon, Morning Prayer at 6 p.m.

St. John's Cathedral, Hongkong, 20th April, 2nd Sunday after Easter. Holy Communion (5.15 a.m.) Matins (11 a.m.) Evensong, Ferial Vespers, Hymn 197, "Kyrie Hailos in G." Evensong (5.45 p.m.) Responses, Ferial, Psalms, of the 50th evening Matins, Nunc Dimittis, Manner in G. Anthem, "Sing praises," General, Hymns 137 and 138; Sevenfold Amen; Preacher, Rev. C. E. Thompson; H. R. ——; Voluntary, Fantasia and Fugue, Bach, N.B.—Psalm 114, verses 1, 7, 12, and 18 in unison; Psalm 148, verses 1, 3, 7, 8 and 18 in unison; Psalm 149, verses 1, 5 and 6, P. in unison; Psalm 150, verses 1, 4 and 6 in unison.

For further particulars, apply to

SWEDISH EAST ASIATIC

CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE "CANTON" On 16th May.

COPENHAGEN and BALTIC PORTS "PEKING" About begin. of June.

For Freight and Further Particulars, apply to

TELEPHONE NO. 172.

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HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS LEAVE CONNECTING STEAMERS DUE

TO COLOMBO HONGKONG FROM COLOMBO TO MARESSES & LONDON (Brindisi 2 days earlier)

2 days earlier 1 day later

Steamer Tons 1 P.M. SATURDAY Steamer Tons SATURDAY FRIDAY

ASSAYE 7500 April 29 MOREA 11000 May 27 June 2

DELTA 8000 May 13 MOOLTAN 10000 June 10 June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of booking.

FARES TO LONDON (Including Surtax)

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8 £72.12

SHIPPING.

ARRIVALS.

AMICO, German str., 822, W. Langschwager, 23rd April—Haihung 25th April, General Jansen & Co.

ASSANE, British str., 4,359, G. W. Cockman, n.m., 23rd April—Shanghai 25th April, Mails and General—P. & O. S. N. Co.

BENIMUTH, British str., 1,955, Wm. Hastic, 23rd April—London and Singapore 21st April, General.

CHANDON, British str., 1,218, R. Finlayson, 23rd April—Sydney 4th April, General Butterfield & Swire.

HAIRUN, British str., 641, J. W. Evans, 29th April—Swatow 27th April, General Douglas, Lapraik & Co.

JOHANNE, German str., 952, M. Jphand, 23rd April—Singapore 19th and Holloway 27th April, General—Jansen & Co.

KAGOSHIMA MARU, Japanese str., 2,574, Minanaga, 23rd April—Mojii 22nd April, Coal—Ataka & Co.

KASHING, British str., 1,143, Lavers, 23rd April—Tientsin 19th April, General Butterfield & Swire.

PECHABURI, German str., 1,373, C. Gasmisch, 29th April—Bangkok 21st April, Rice and Teakwood—Butterfield & Swire.

SHINTSU MARU, Japanese str., 2,980, K. Nagata, 23rd April—Mojii 21st April, Coal—Ataka & Co.

SOSHU MARU, Japanese str., 1,805, K. Suka, 23rd April—Aiping via Swatow 27th April, General—Osaka Shosen Kaisha.

TEAN, British str., 1,546, A. W. Outerbridge, 28th April—Manila 25th April, General Butterfield & Swire.

YATSHUNG, British str., 1,424, S. J. Payne, 28th April—Java and Sourabaya 18th April, Sugar—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

28th April.

ASSANE, British str., for Europe, &c.

BENIMUTH, British str., for Nagasaki.

BORNEO, German str., for Jescchon.

CHOWTAI, German str., for Holloway.

GENOVA, British str., for Amoy.

LANDER SCHIFF, German str., for Holloway.

MONGOLIA, American str., for San Francisco.

SHIANG, British str., for Singapore.

VIENNA, Swedish str., for Haiphong.

YUNNAN, British str., for Manila.

DEPARTURES

28th April.

DEVAWONGSE, German str., for Singapore.

HATCHING, British str., for Swatow.

HELENE, German str., for Holloway.

QUARTA, German str., for Port Courbet.

SHIPPING REPORTS.

The German str. *Petrichor* reports: Fine weather throughout with Southerly and South Easterly winds.

The British str. *Bennacher* reports: Light N.W. winds till about 20 degrees N. lat., fresh N.E. from 20 degrees N. to Hongkong.

The British str. *Change* reports: Weather throughout varying but has generally good typhoon passed over Manila last Sunday, the 23rd April.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co. str. *Persia* sailed from San Francisco on the 12th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 10th prox.

The P. M. S. S. Co. str. *Korea* sailed from San Francisco on the 18th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 19th prox.

The T. K. R. str. *Tenyo Maru*, with the U.S. mails, left Yokohama on the 24th instant for Hongkong via usual ports of call.

THE AUSTRALIAN MAIL.

The T. G. M. str. *Prince Sigismund* left Sydney on the 8th inst., at 11 a.m., and may be expected here to-morrow.

The E. & A. str. *St. Atlantic* left Sydney on the 12th instant, for this port (via Queensland Port, Port Darwin and Manila) and is due here on or about the 5th prox.

The N.Y.K. str. *Yawata Maru* (Australian Line) left Sydney, for this port on the 19th inst., and is expected here on the 8th prox.

THE CANADIAN MAIL.

The C.P. R. Co. str. *Empress of Japan* left Vancouver, B.C., on the 20th instant a.m. for Hongkong (via usual ports of call).

THE GERMAN MAIL.

The I.G.M. str. *Belvoir* carrying the German Mails with dates from Berlin of the 5th inst., left Colombo on the 23rd inst. a.m., and may be expected here on or about the 4th prox. a.m.

THE INDIAN MAIL.

The Indo-Chinian *Kudang* from Calcutta and the Straits left Singapore for this port on the 14th instant.

The Indo-Chinian str. *Lancang* left Calcutta for the Straits and Hongkong on 20th inst., and is due here about the 6th prox.

DEPARTMENT STEAMERS.

The H.A. Line str. *Bulgaria* left Hankow on the 27th instant a.m., and may be expected here on or about the 3rd prox. a.m.

The *Mogul* Line str. *Pathan* left United Kingdom on the 12th ultimo, for Hongkong, via Suez.

The *Mogul* Line str. *Loyal* left United Kingdom on the 10th instant for Hongkong, via Suez.

The N.Y.K. str. *Hakata Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 21st inst., and is expected here on the 9th prox.

The Olof Wijk & Co. str. *Canton* left Port Said on the 19th instant, and is expected here on the 16th prox.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading, to Rangoon, Madras and Mauritius.)

THE Steamship

"LIGHTNING."

Captain E. P. Smith, will be despatched for the above Ports on WEDNESDAY, the 3rd May, at 1 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.

Agents.

Hongkong, 23rd April, 1911. [643]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE."

Captain G. C. Cundy, will be despatched as above about 12th May.

For Freight or Passage, apply to

JARDINE, MATTHESON & Co. Ltd.

Agents.

Hongkong, 24th April, 1911. [629]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blaize Pier. 3. From Blaize Pier to Naval Yard. 4. From Naval Yard to East Point.

DEPARTURE.

VESSEL'S NAMES.	FLAG & RIG.	DEPTH.	CAPTAIN.	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
ABEYATA	Brit str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	To day, at Noon.
PALMA	Brit str.	—	H. W. A. Clarke, R.N.R.	P. & O. S. N. Co.	On 3rd May, at 10 A.M.
FLINTSHIRE	Brit str.	—	G. C. Cundy, R.N.R.	JARDINE, MATTHESON & Co., Ltd.	About 12th May
SICILIA	Brit str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	About 17th May
BELOVARYA	Gor. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 4th May.
SACHSEN	Gor. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 26th May.
ARCADIA	Gor. str.	k. w.	Schwinghamer	HAMBURG-AMERIKA LINIE	On 2nd June.
CATHAY	Den str.	H. Kruse	Olof Wijk Co., Ltd.	MELCHERS & CO.	About 3rd May.
PEKING	Svnd str.	—	—	—	About beginning of June.
SUYUVA	Gor. str.	—	—	—	HAMBURG-AMERIKA LINIE
FEUERFELS	Gor. str.	—	Diedrichsen	HAMBURG-AMERIKA LINIE	On 10th May.
ANIA MARU	Jap str.	—	K. Honma	NIPPON YUSEN KAISHA	On 10th June.
MISINNA MARU	Jap str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 10th May, at D'light
BYERLEY	Gor. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	On 30th May.
KAGA MARU	Jap str.	—	M. Higino	NIPPON YUSEN KAISHA	On 7th June, at D'light
CHINA	Aus str.	—	F. v. Binzer	SANDER, WIELER & CO.	On 26th May.
PRINZ LUDWIG	Brit str.	—	Thomas	DODWELL & CO., LTD.	On 3rd May, at Noon.
MONTROSE	Am str.	—	E. Beetham	ARNHOLD, KARBERG & CO.	About 4th May.
AFGHAN PRINCE	Am str.	—	W. Davison	DODWELL & CO., LTD.	About 18th May.
MUNCASTER CASTLE	Brit str.	—	—	CANADIAN PACIFIC R. CO.	About 11th May.
EMPEROR OF INDIA	Brit str.	—	—	CANADIAN PACIFIC R. CO.	On 6th May.
MONTAUCHE	Brit str.	—	—	—	On 4 P.M.
CANADA MARU	Jap str.	—	—	—	On 28th June, at Noon.
AWA MARU	Jap str.	—	—	—	On 2nd May, at D'light
INADA MARU	Jap str.	—	—	—	On 23rd May, at 4 P.M.
SUVERIC	Brit str.	—	—	THE BANK LINE, LIMITED	On 20th June, at 4 P.M.
MONGOLIA	Azi str.	—	A. G. Stevens	CANADIAN PACIFIC R. CO.	On 4th May.
AMERICA MARU	Jap str.	—	—	PACIFIC MAIL S. CO.	On 5th May, at 1 P.M.
PERSIA	Brit str.	—	—	—	On 19th May, at 1 P.M.
KATANGA	Brit str.	—	Elvind Meyer	THE BANK LINE, LIMITED	On 12th May, at Noon.
BYGJA	Nor str.	—	E. Finlayson	PORTLAND & ASIATIC S. CO.	On 2nd May, at 4 P.M.
CHANGSHA	Brit str.	—	M. Windor	BUTTERFIELD & SWIRE	On 20th May, at D'light
KUMANO MARU	Jap str.	—	D. Lenz	NIPPON YUSEN KAISHA	On 7th June, at Noon.
PRINZ SIGISMUND	Gor str.	—	J. Ngao	MELCHERS & CO.	On 2nd May.
YAWATA MARU	Jap str.	—	H. Hinokuma	POTO-KISEN KAISHA	On 17th June, at 1 P.M.
HONGKONG MARU	Jap str.	—	J. B. V. Danne Jelink	JAVA-CHINA-JAPAN LIJN	Quick despatch
TIENSIN	Out str.	—	Foreynt	BUTTERFIELD & SWIRE	On 5th May, at 4 P.M.
TIENSIN	Brit str.	—	V. McConville-Liddell	JARDINE, MATTHESON & CO., LTD.	On 9th May, at Noon.
SHANGHAI	Brit str.	—	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	On day of midlight.
SHANGHAI, MOJI, KOBE & YOKOHAMA	Brit str.	—	E. W. Bruce	P. & O. S. N. CO.	About 2nd May.
NILE	Brit str.	—	E. F. Daddy, R.N.R.	P. & O. S. N. CO.	On 4th May, at D'light
ABARIEN	Dan str.	—	H. Formes	MELCHERS & CO.	On 4th May.
BUELOW	Gor str.	—	Bradley	JARDINE, MATTHESON & CO., LTD.	On 8th May, at Noon.
KUTSANG	Brit str.	—	A. Mocke	NIPPON YUSEN KAISHA	On 6th May.
FREINPELS	Gor str.	—	H. Powell	—	On 10th May.
SHANGHAI	Brit str.	—	—	—	About 11th May.

